

## SECTION 15. LINE CHECK INSPECTIONS (PTRS CODE 1633)

**401. GENERAL.** This section contains direction and guidance for inspectors to use while conducting line checks required by FAR 121.440 or FAR 135.299. The majority of the elements that comprise a line check are identical to those that comprise a cockpit en route inspection to those that comprise a cockpit en route inspection (see volume 6, chapter 2, section 4 of this handbook for general inspection practices and procedures).

**403. SPECIFIC LINE CHECK INSPECTION PRACTICES AND PROCEDURES.** The operator is responsible for administering both initial and recurrent line checks. In some situations, though, an FAA inspector may administer a line check, especially when an operator is not authorized to have its own check airman, such as a Part 135 single pilot operator or single pilot-in-command (PIC) operator. FAA inspectors may also need to administer the initial line check when a new type of aircraft is being introduced into either Part 121 or Part 135 service.

*A. Inspector Qualifications.* Aviation safety inspectors (ASI's) must be qualified in the category and class of the aircraft in which the line check is to be conducted. If the aircraft requires a type rating, the inspector must hold the type rating to conduct initial, transition, or upgrade line checks. For recurring checks, the inspector must be qualified in category and class. In any operation in which the inspector occupies a pilot seat as a required crewmember, the inspector must be both qualified and current in that type of aircraft.

*B. Inspector Preparation.* Inspectors should prepare for conducting line checks by completing the following steps:

(1) *Familiarization.* The inspector should become familiar with the operator's procedures before conducting the line check. The operator's manuals and operations specifications (OpSpecs) are sources for this information.

(2) *Timeframe.* The inspector should plan to arrive in sufficient time to complete the necessary jumpseat procedures, meet the flightcrew, inspect airman and medical certificates, and observe preflight duties. Inspectors should use the Cockpit En Route Inspection Job Aid (figure 6.2.4.1.) while conducting these inspections (see

paragraph 405). Whenever possible, an inspector should begin a line check in the operations area.

*C. Route and Duration of Line Checks.* The inspector must observe at least one flight segment, including a take-off and a landing. The flight must be over a typical route served by the operator and must allow the inspector to observe the PIC perform the duties and responsibilities associated with the conduct of a revenue flight.

**NOTE: It may be desirable to have the PIC fly two flight segments or to perform the duties of the pilot-not-flying (PNF) during a second segment while the second-in-command (SIC) performs the duties of the pilot flying.**

*D. Debriefing.* After completion of the flight, inspectors should debrief the PIC. The inspector is required to comment on any procedure believed to be deficient or unsafe. The inspector must use discretion, however, when debriefing crewmembers or commenting about procedures that the FAA has approved for that operator. The inspector should enter relevant comments into the Program Tracking and Reporting Subsystem (PTRS).

*E. Documentation.* The inspector shall record the completed line check on company check ride forms or FAA Form 8410-3, "Airman Competency/Proficiency Qualification Check," and sign as the check airman. Inspectors are not required to keep copies of these forms as the PTRS serves as the FAA record.

**405. USE OF JOB AID.** The job aid for cockpit en route inspections (figure 6.2.4.1.) contains a list of items for the specific inspection areas that should be observed and evaluated. It also includes applicable PTRS key words and codes to assist the inspector in the writing of the inspection report. Items that are not listed on the job aid may also be evaluated during the inspection. In some cases, the inspector should use the "other" PTRS comment code for the appropriate inspection area. This job aid can later be transferred to the PTRS Data Sheet.

**407. PTRS INPUT.** When an inspector conducts a line check as a separate activity (not in conjunction with a FAR 135.293 competency check or a FAR 135.297 instrument-proficiency check), the inspector should record the line check as PTRS activity code 1633. When a line check is conducted to fulfill the requirements of FAR 135.299 in

conjunction with a FAR 135.293 or FAR 135.297 check, the entire check should be recorded using PTRS activity code 1632. The inspector should enter comments about the PIC's performance on the PTRS form on all checks.

**408. - 418. RESERVED.**

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